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SR 525 Mukilteo – Bridge over Railroad Replacement SR 525/SR 525 Spur Vic to Mukilteo Ferry Terminal – HMA Paving and ADA Compliance

TECHNICAL WORKING GROUP (TWG) MEETING #3

September 10, 2025

ZACHARY HOWARD, COMPLETE STREETS LEAD
OTEBERRY (OT) KEDELTY, PROJECT MANAGER
NICK MENZEL, COMPLETE STREETS ENGINEER
VU NGUYEN, LEAD DESIGN ENGINEER

Today's Agenda

- **Welcome, Introductions, and Overview**
- **Community Engagement / Online Open House Update**
- **Near-term Improvements**
- **Long-term Improvements – Complete Streets Alternatives**
- **Preliminary Evaluation by Corridor Section**
- **Recommendations and Discussion**
- **Further Study and Next Steps**

TWG objectives

- **Provide support for robust community engagement**
- **Provide feedback on project proposals and analyses**
- **Identify critical path items for WSDOT's project**

Presenter Introductions

ZACHARY HOWARD

COMPLETE STREETS LEAD

OTEBERRY KEDELTY

PROJECT MANAGER

NICK MENZEL

COMPLETE STREETS ENGINEER

VU NGUYEN

LEAD DESIGN ENGINEER

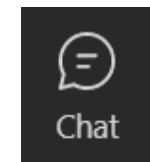
Introductions

Organizations invited today:

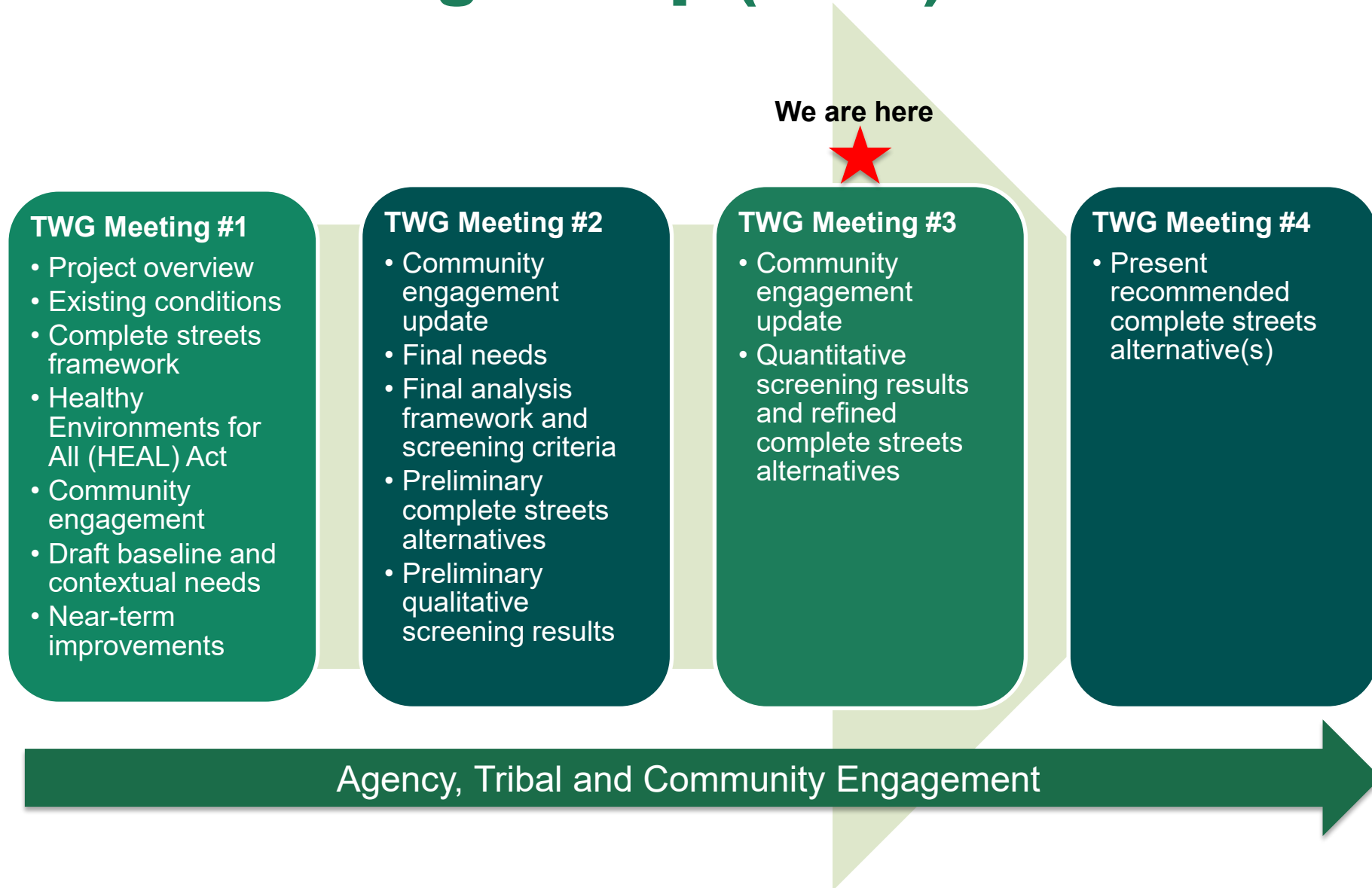
- Boeing
- City of Everett
- City of Mukilteo
- Community Transit
- Economic Alliance of Snohomish County
- Everett Transit
- Island County
- Muckleshoot Indian Tribe
- Mukilteo School District
- Port of Everett
- PSRC
- Sauk-Suiattle Tribe
- Snohomish County
- Snohomish School District
- Snoqualmie Indian Tribe
- Sound Transit
- Stillaguamish Tribe
- Suquamish Tribe
- Swinomish Tribe
- Tulalip Tribes
- Yakama Tribe
- Washington State Department of Health
- Washington State Patrol
- Washington State Ferries
- Washington Trucking Association
- WSDOT

Please introduce yourself in the chat:

- **Name**
- **Organization**
- **Role**



Technical Working Group (TWG) Schedule



Projects Overview

SR 525/SR 525 Spur Vic to Mukilteo Ferry Terminal – HMA Paving and ADA Compliance & Near-Term Complete Streets Improvements:

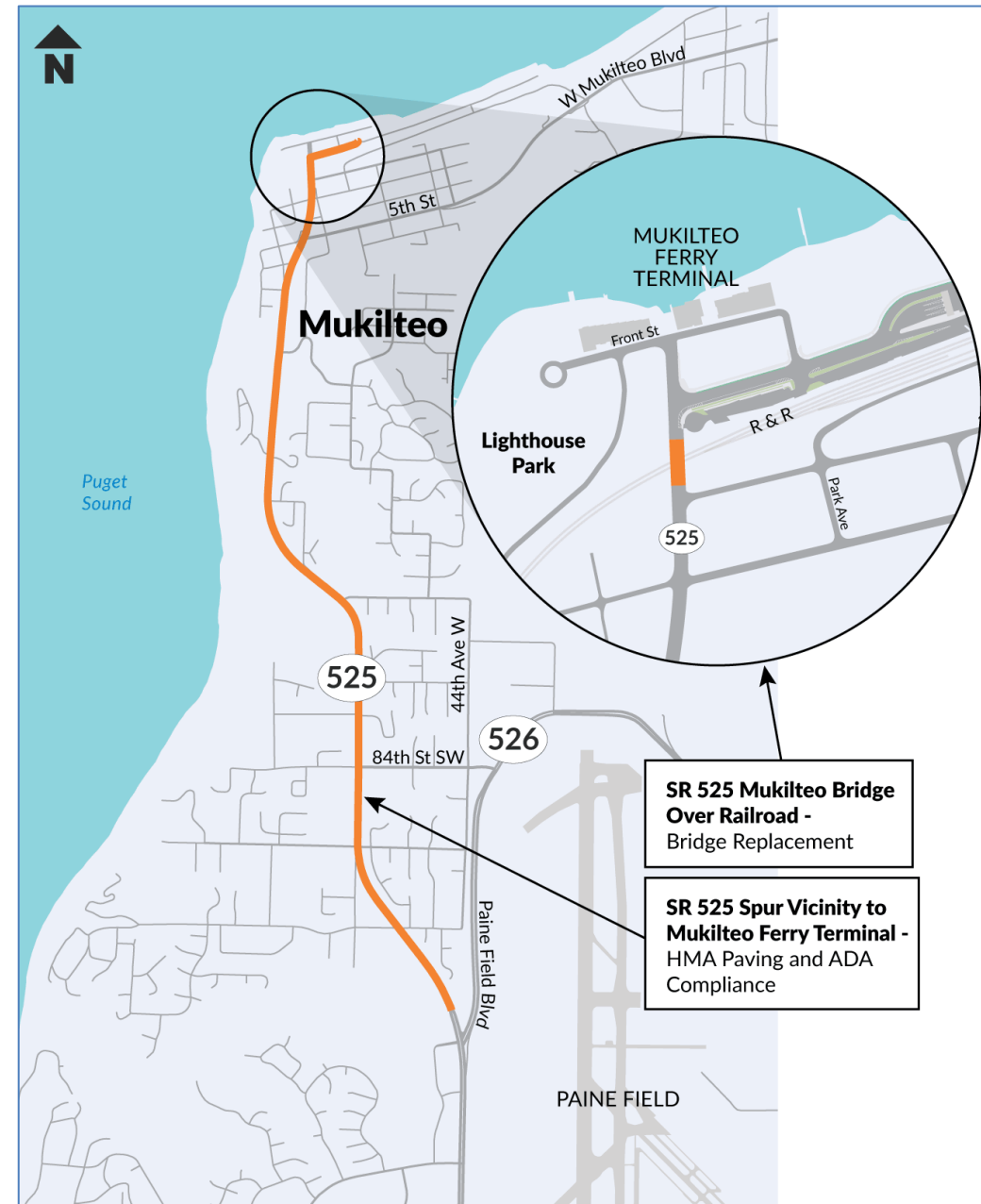
- **Pre-Design**
 - Project Limits: MP 5.72 to MP 8.47
 - Expected Completion: Winter 2025
- **Design**
 - Project Limits: MP 5.72 to MP 8.47
 - Expected Completion: February 2026

SR 525/SR 525 Spur Vic to Mukilteo Ferry Terminal – Complete Streets:

- **Pre-Design**
 - Project Limits: MP 5.72 to MP 8.47
 - Expected Completion: Winter 2025

SR 525 Mukilteo – Bridge over Railroad Replacement:

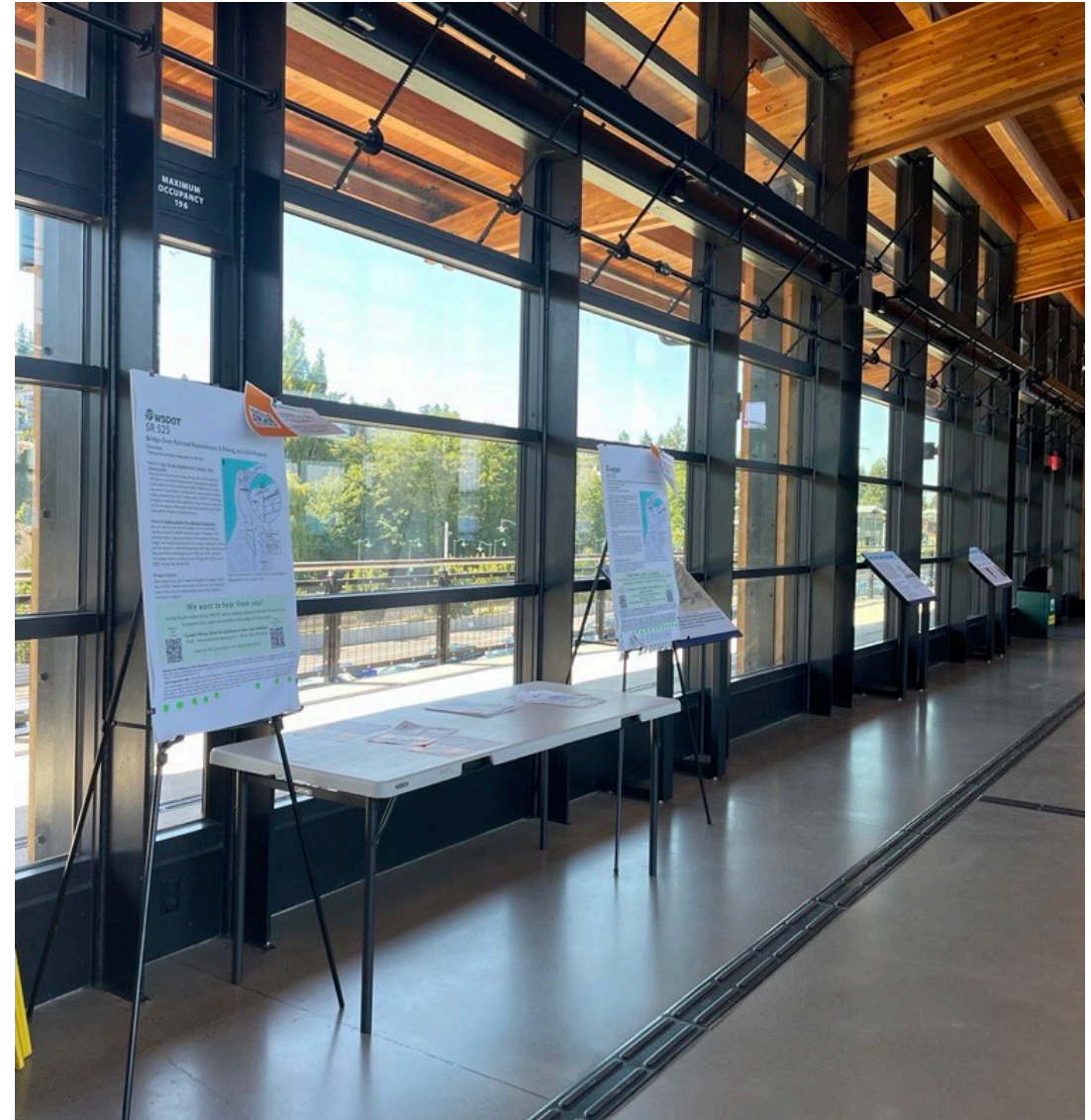
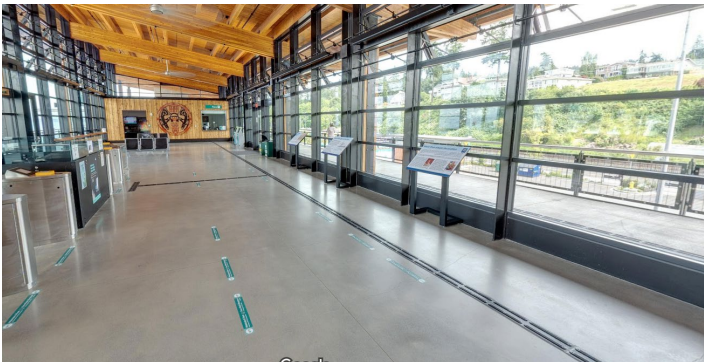
- **Pre-Design**
 - Project Limits: MP 8.30 to MP 8.47
 - Expected Completion: Winter 2025



Community Engagement/ Online Open House Update

Online Open House Results - Overview

- Online Open House Live:
 - June 13, 2025 – July 9, 2025 (26 days)
- 768 active users (averaging 4.36 views each)
- 87 surveys submitted (1 blank)
 - All in English (Spanish available)
- Flyering to local business
 - June 23
- Staffed Tabling at Mukilteo Ferry Terminal
 - June 26 & June 30



OOH Results – Question 3

Are there specific locations where bike and pedestrian improvements are especially needed?

Segment Locations	Number of Comments
Segment 1	7
Segment 2	11
Segment 3	12
Segment 4	15

Location/Area	Community-Identified Needs
Segment 2 (92nd to 5th)	Highest demand for continuous sidewalks and bike lanes
Mukilteo Elementary & Olympic View MS	Sidewalks, safe crossings, bike access for children
5th Street, Goat Trail, Clover Lane	Crosswalks, sidewalks, and traffic calming measures
Bridge Area near 3rd to Front St	Wider sidewalks, improved safety barriers
SR525/1st & 2nd Street	All-walk phases, better sightlines, improved signal timing
92nd & 88th Street Area	Sidewalk gaps, confusing or unsafe ramps
Bev-Park Vicinity (South of Mukilteo)	Suggested pedestrian overpass to serve high-density housing

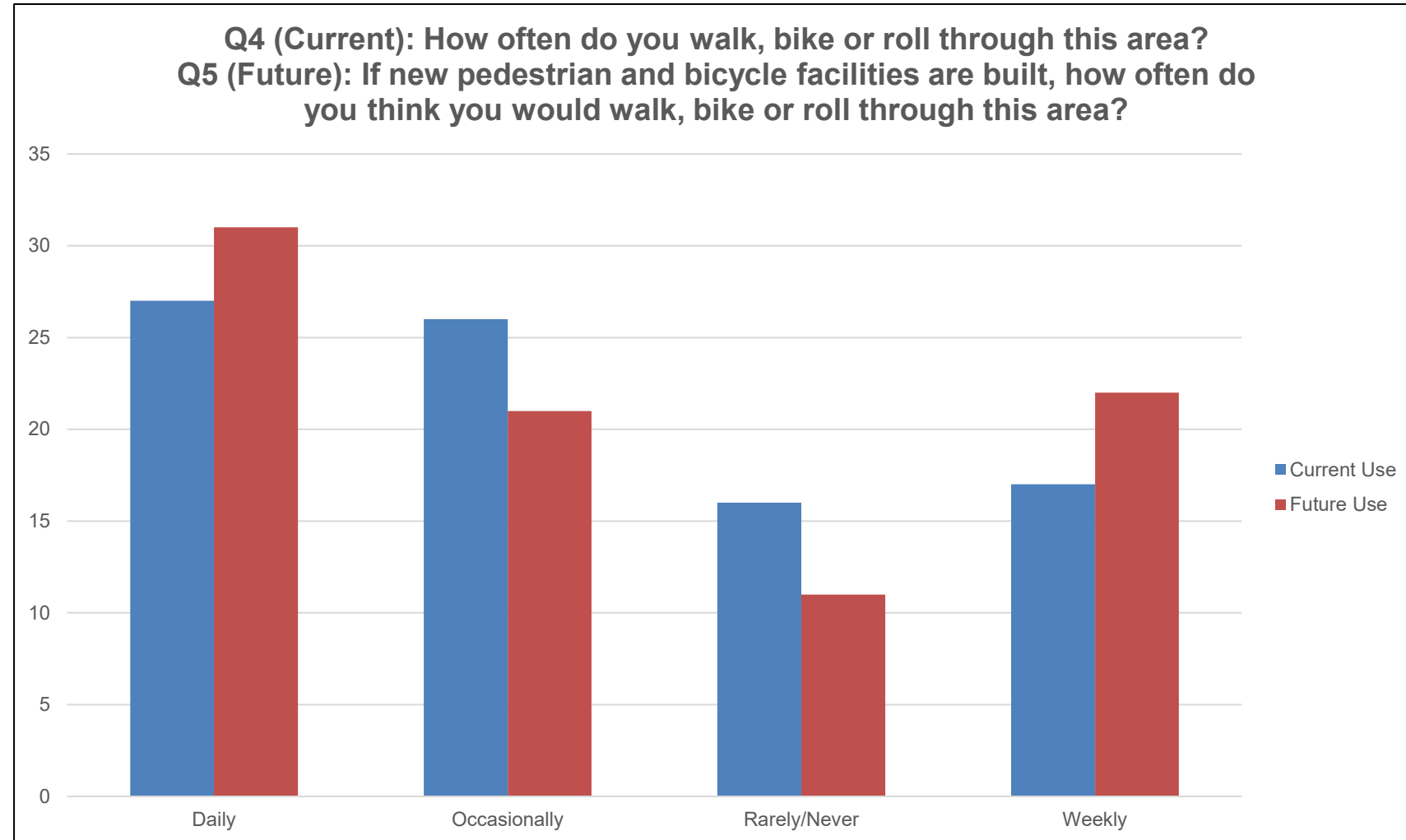
OOH Results – Questions 4 & 5

Current Users:

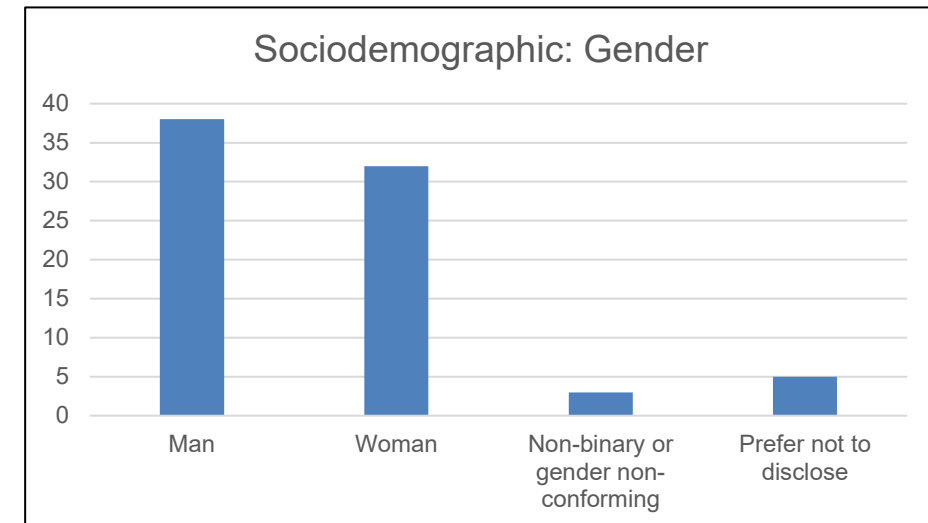
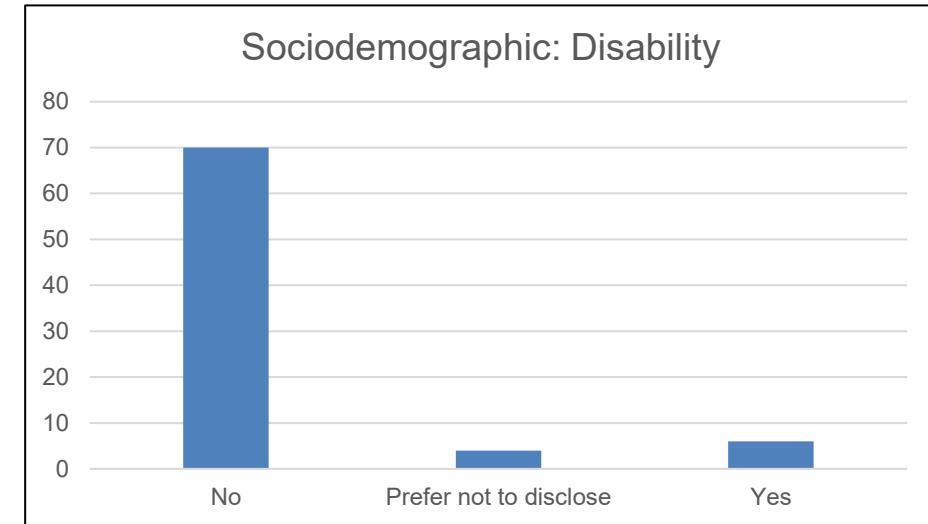
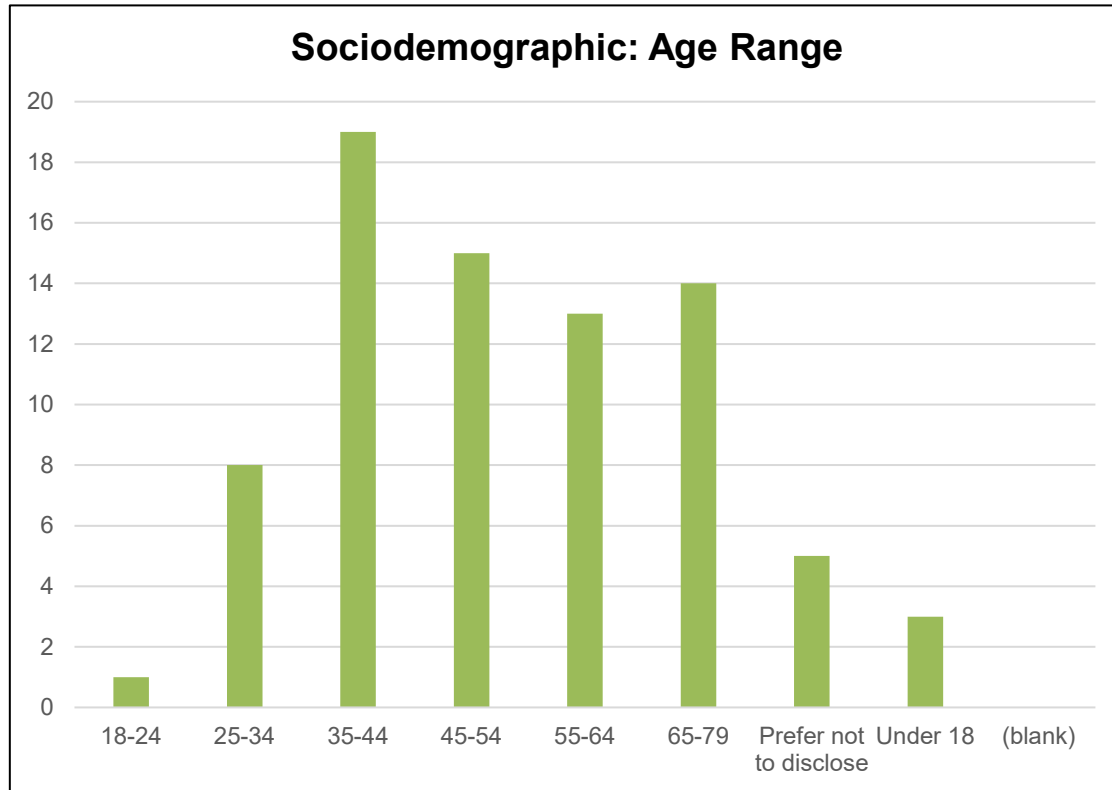
- 31% are daily users
- 30% are occasional users
- 19% rarely/never walk/bike/roll through the area
- 20% are weekly users

If new facilities are built:

- Increases the likelihood of Daily or Weekly use
- Occasional or rarely users decreases

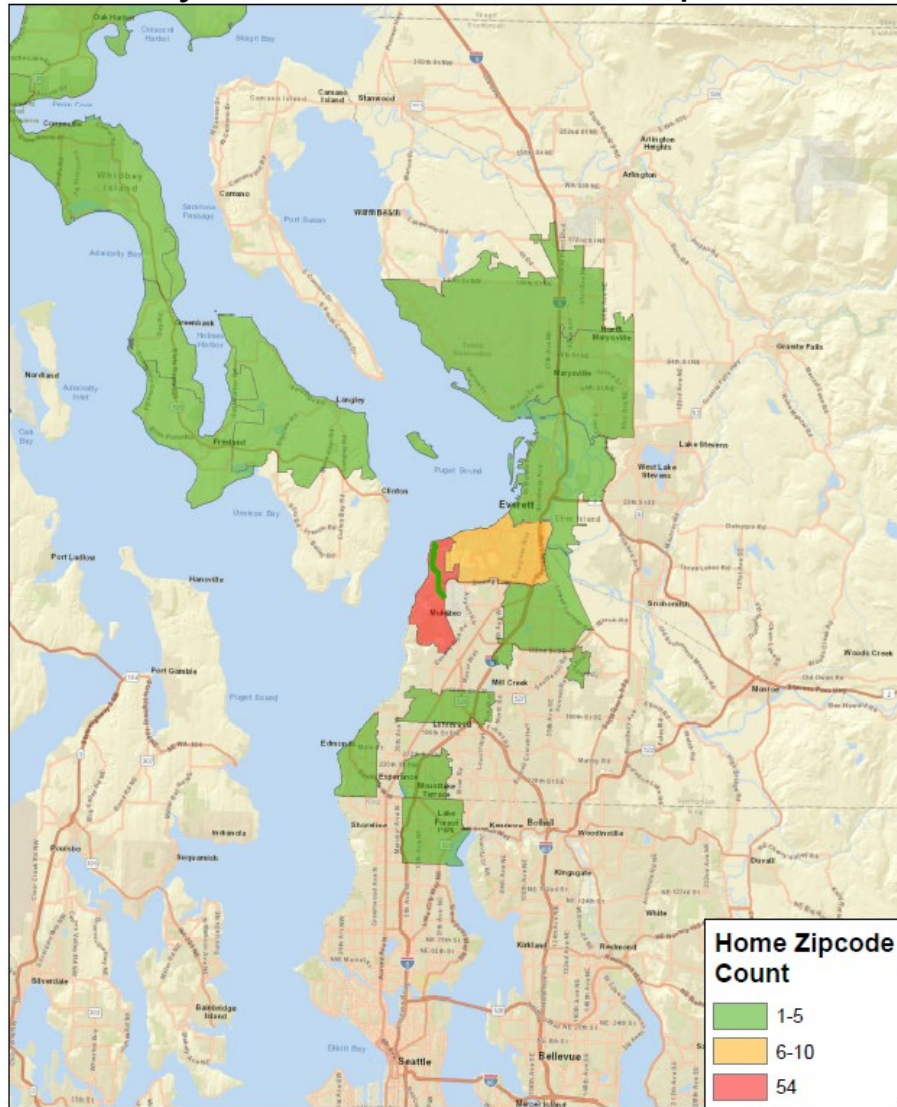


OOH Results – Optional Sociodemographic

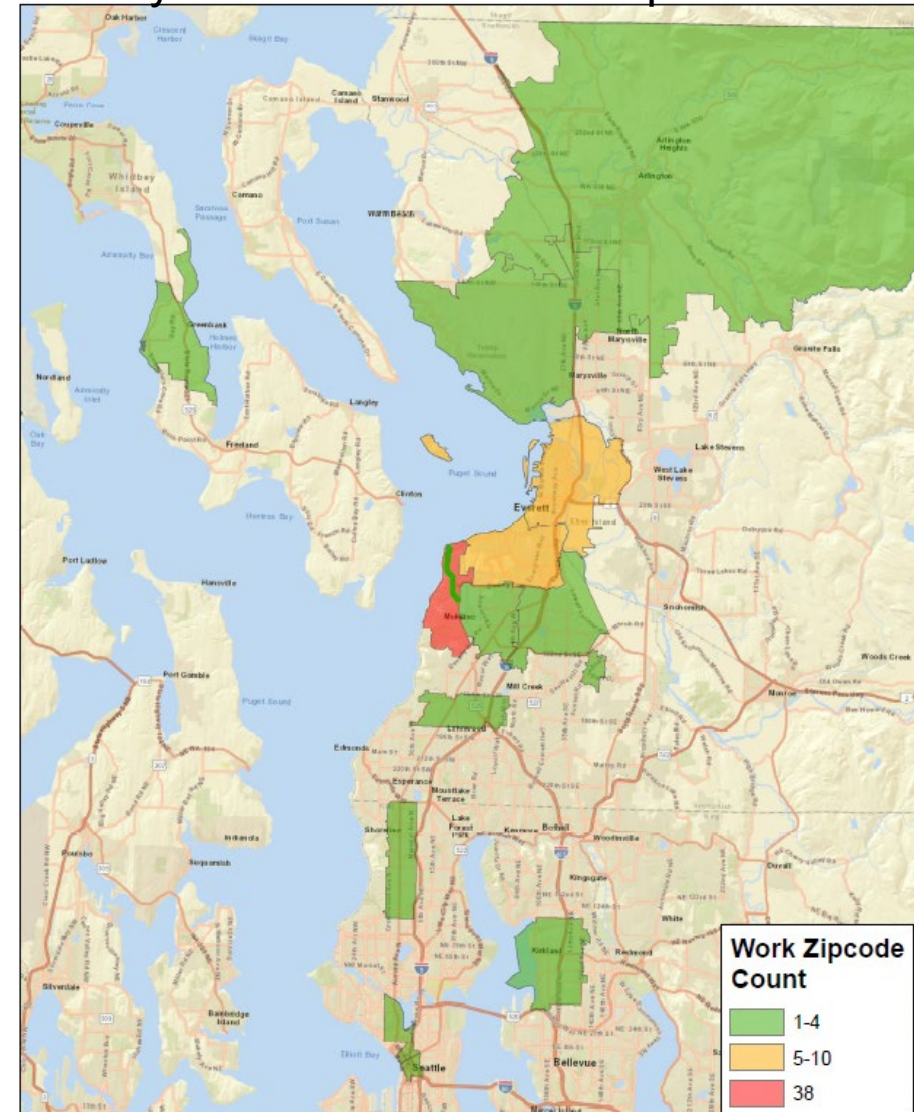


OOH Results – Optional Sociodemographic

July 2025 OOH – Home Zip codes



July 2025 OOH – Work Zip codes



OOH Results – Takeaways

What we heard:

- Lighting for pedestrians
- Wider sidewalks with Alternate 2 & 3
- Affirmed identified crossing needs
- Efficient and safe access at SR 525 and 1st

Other:

- Concerns about Construction impacts for the bridge
- Requests for ferry cutting enforcement measures
- Requests for community beautification

Community Engagement Milestones

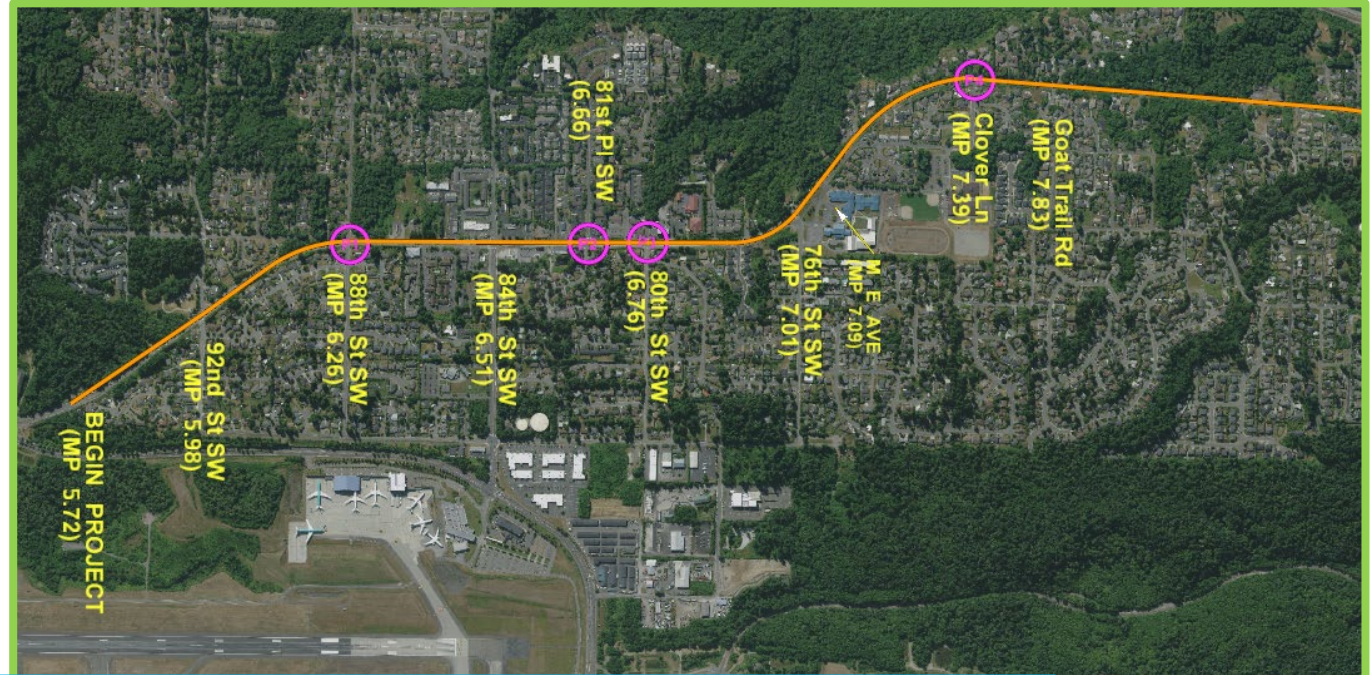
Timeline	Outreach Milestones
Summer 2024	<ul style="list-style-type: none">• Publish a website for each project• Develop communications plan
Fall 2024	<ul style="list-style-type: none">• Establish and facilitate first Technical Working Group (TWG) meeting
Winter 2025	<ul style="list-style-type: none">• Second TWG Meeting
Spring 2025	<ul style="list-style-type: none">• First Executive Working Group (EWG) meeting
Summer 2025	<ul style="list-style-type: none">• Online open house and survey• Third TWG meeting
Fall 2025	<ul style="list-style-type: none">• Continued TWG & EWG meetings• Continued community engagement

Near-Term Improvements- Paving & ADA project

Near-Term Improvements

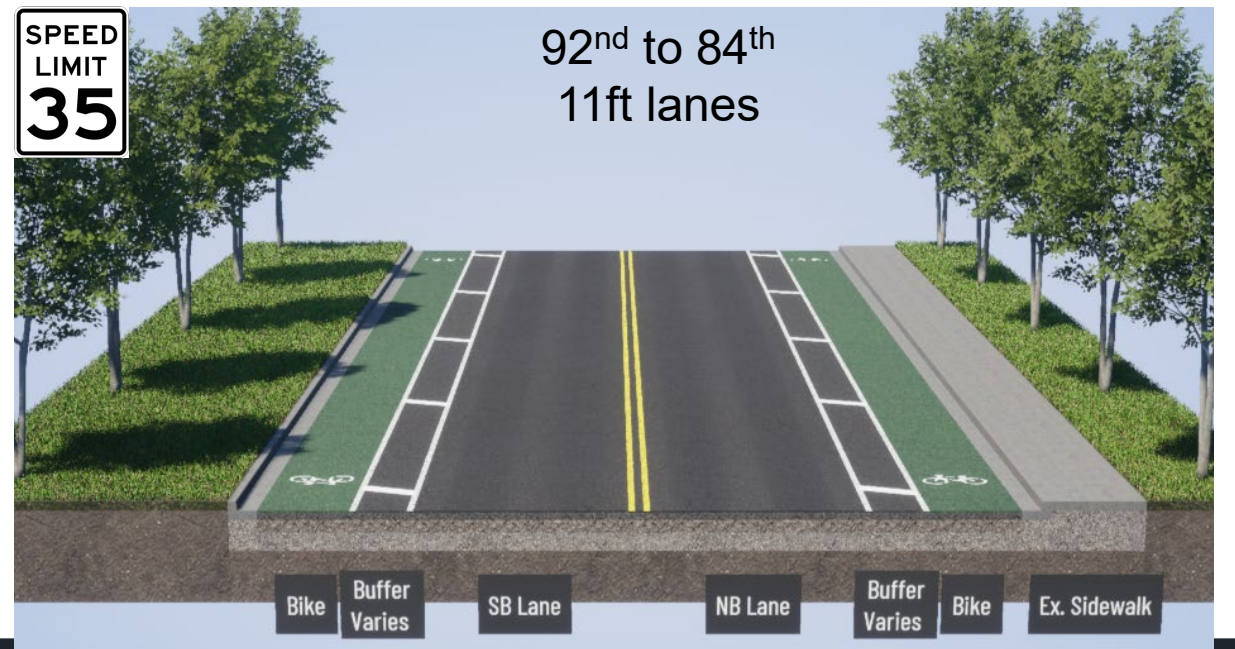
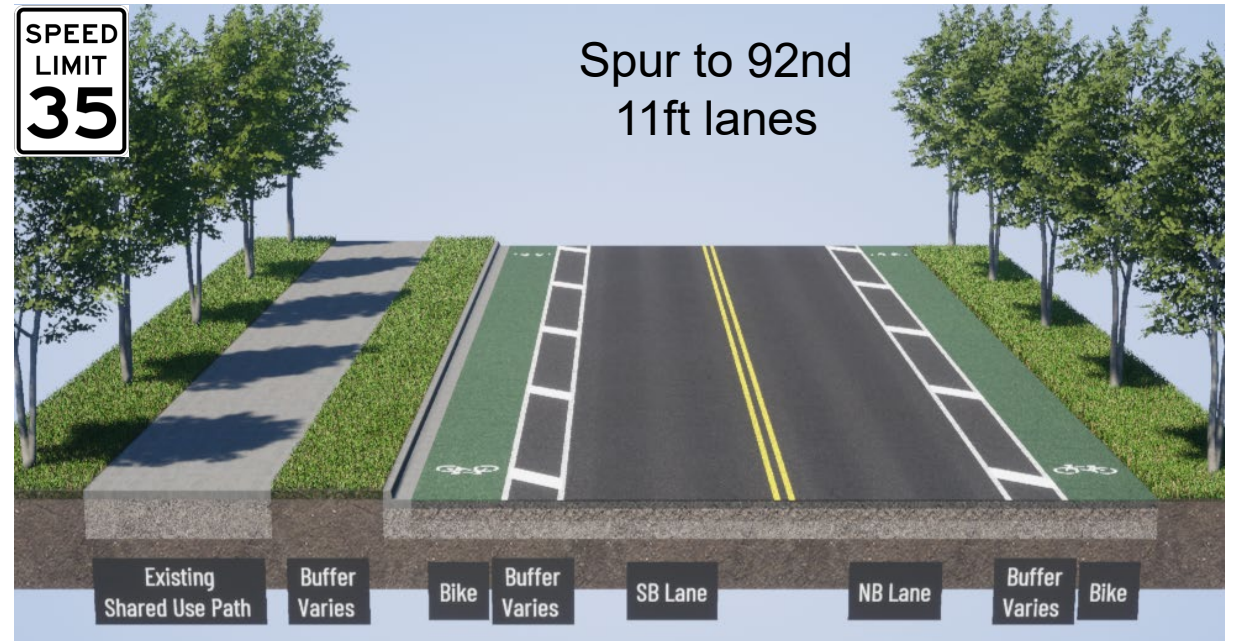
Crossing enhancements:

- 88th St SW
- 81st Place SW
- 80th St SW
- Clover Lane



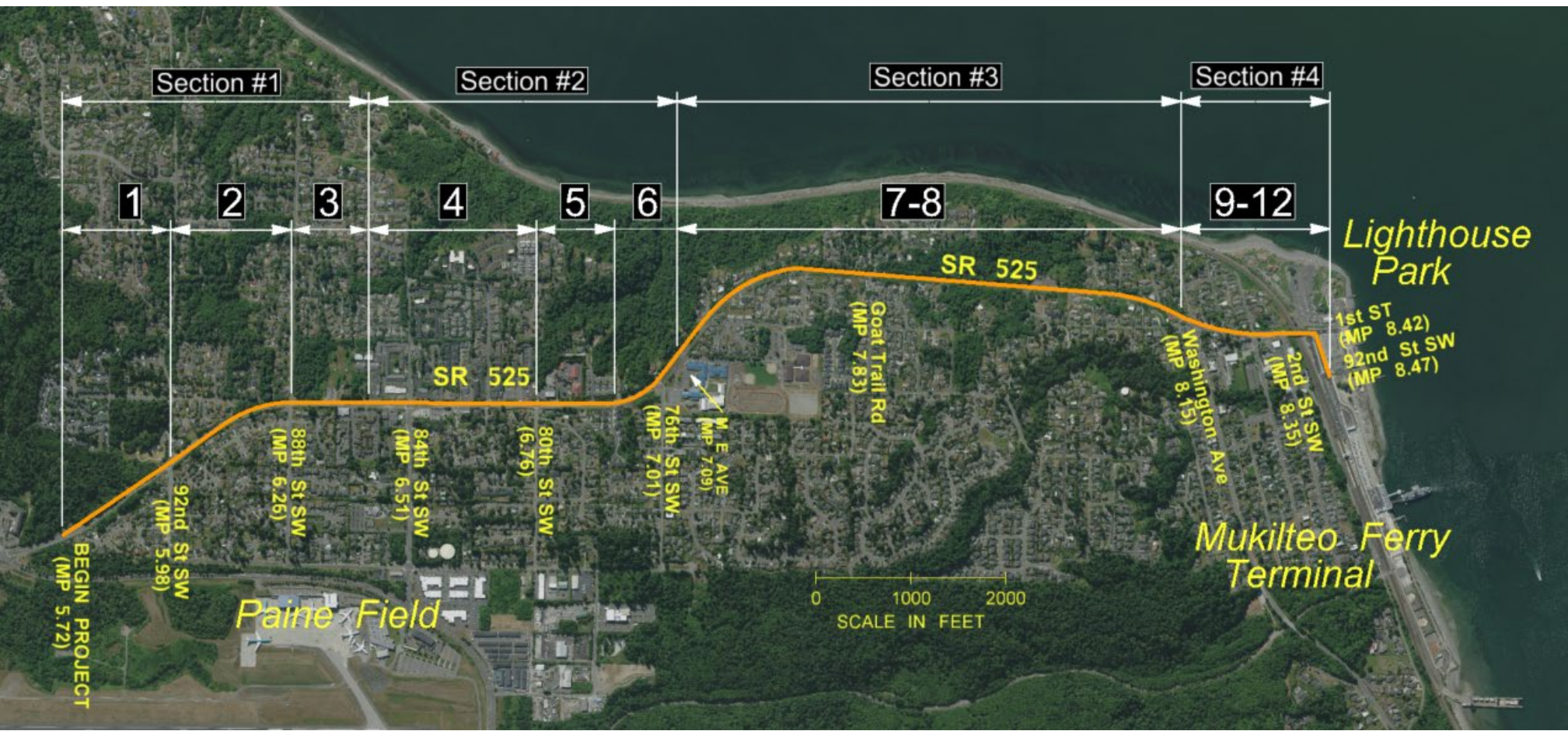
Near-Term Improvements

- Lane narrowing:
 - From Spur (Paine Field Blvd) to 84th St (Segment 1)
 - Adds a new bike lane
 - Varying buffer 0 ft – 3 ft
 - Improved BLTS from 4 to **3**
 - For Segment 1
 - Existing turn lanes remain



Long-Term Improvements- Complete Streets Alternatives

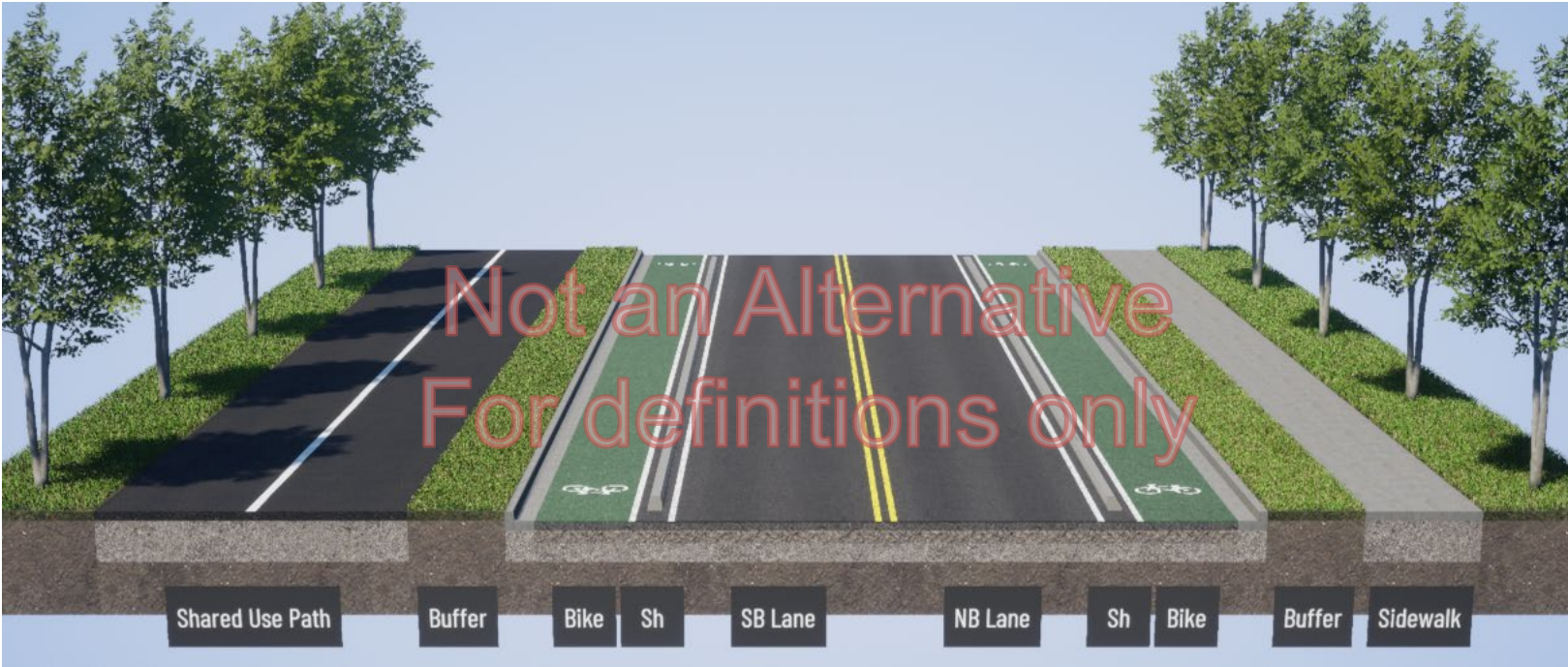
Complete Streets Section Map



Section	Segment	PLTS	BLTS
1	1	3	4
	2	3	4
	3	4	4
2	4	3	4
	5	3	4
	6	3	4
3	7	4	4
	8	4	3
4	9	2	3
	10	2	3
	11	3	3
	12	2	3

Complete Streets Alternatives – Assumptions

Sidewalk Width	Bike lane Width^	Bike lane shoulder width^	Buffer width*	Lane Width^	Shared-Use-Path Width^
6 feet	5 feet each	2 feet	5 feet	All 11 feet	12 feet + 2 feet for each shoulder (unmarked)

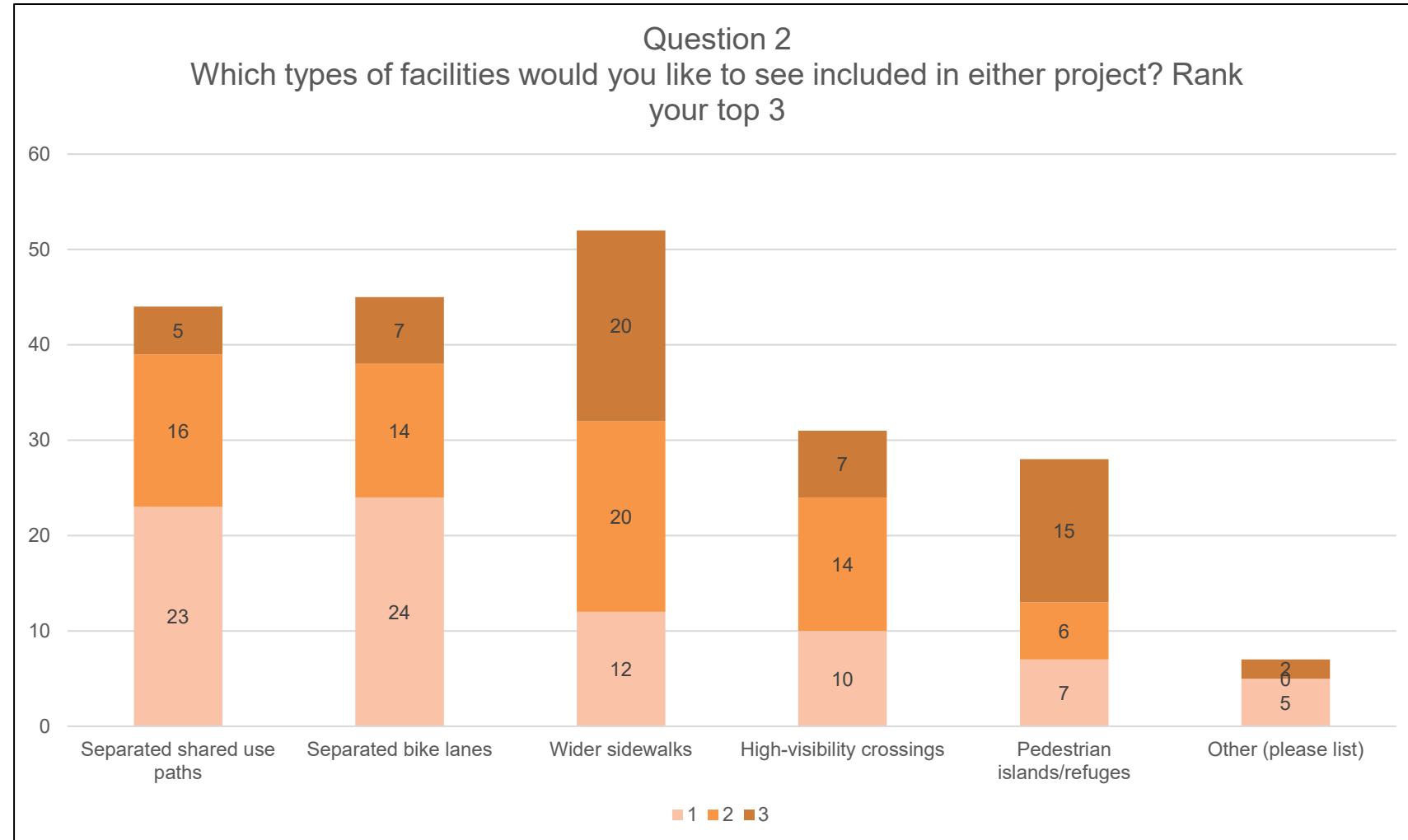


*City of Mukilteo standard

^WSDOT standard

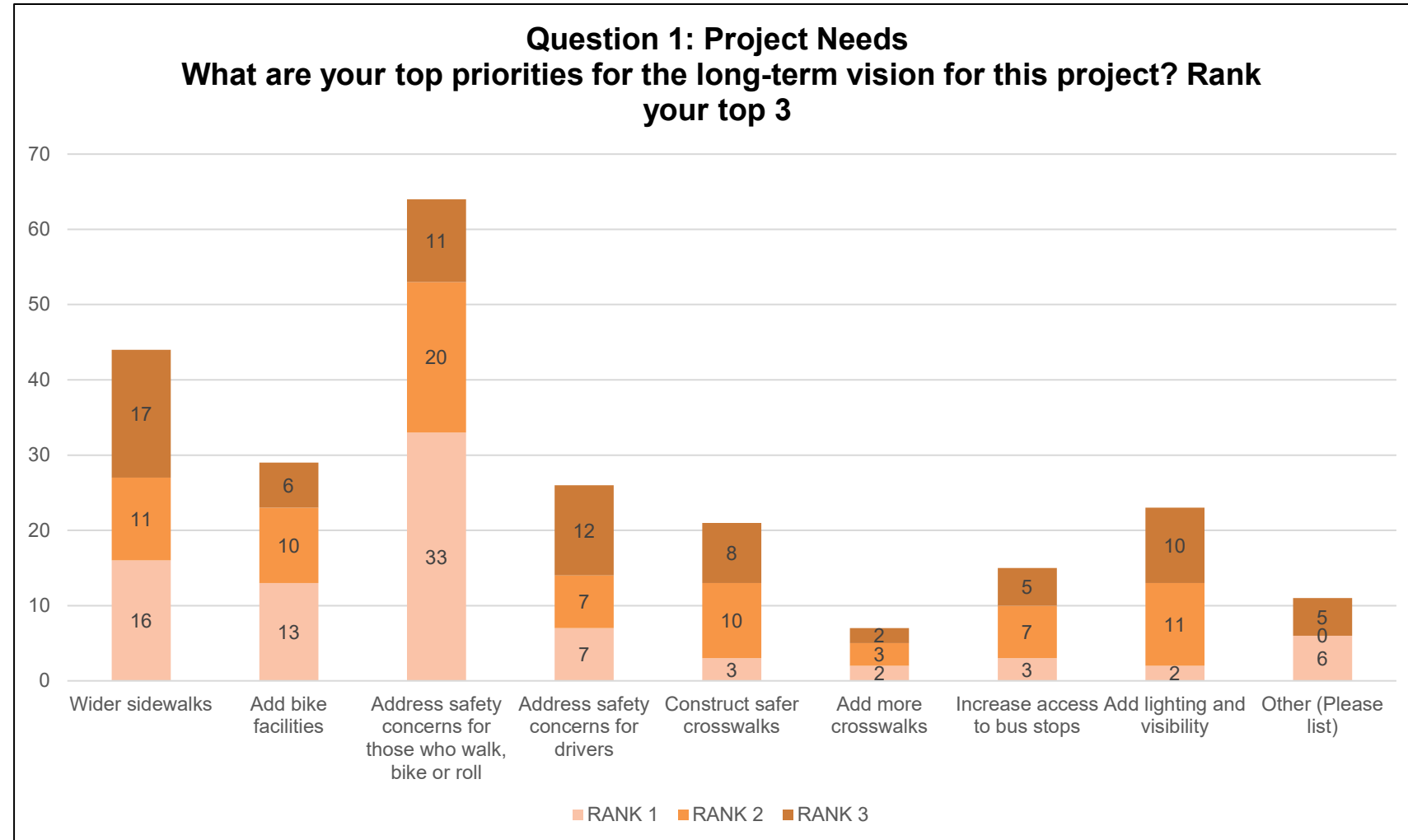
OOH Results – Question 2

- Relatively balanced, SUP and bike lanes score high as “Rank 1”
- Crossings and islands also desired



OOH Results – Question 1 (Long-Term)

- Importance of safety for Active Transportation
- Desire for wide sidewalks and bike facilities
- Safer crossings and lighting



Summary of Needs - Paving and ADA Project

Baseline Need:

- Failing pavement

Complete Streets Needs:

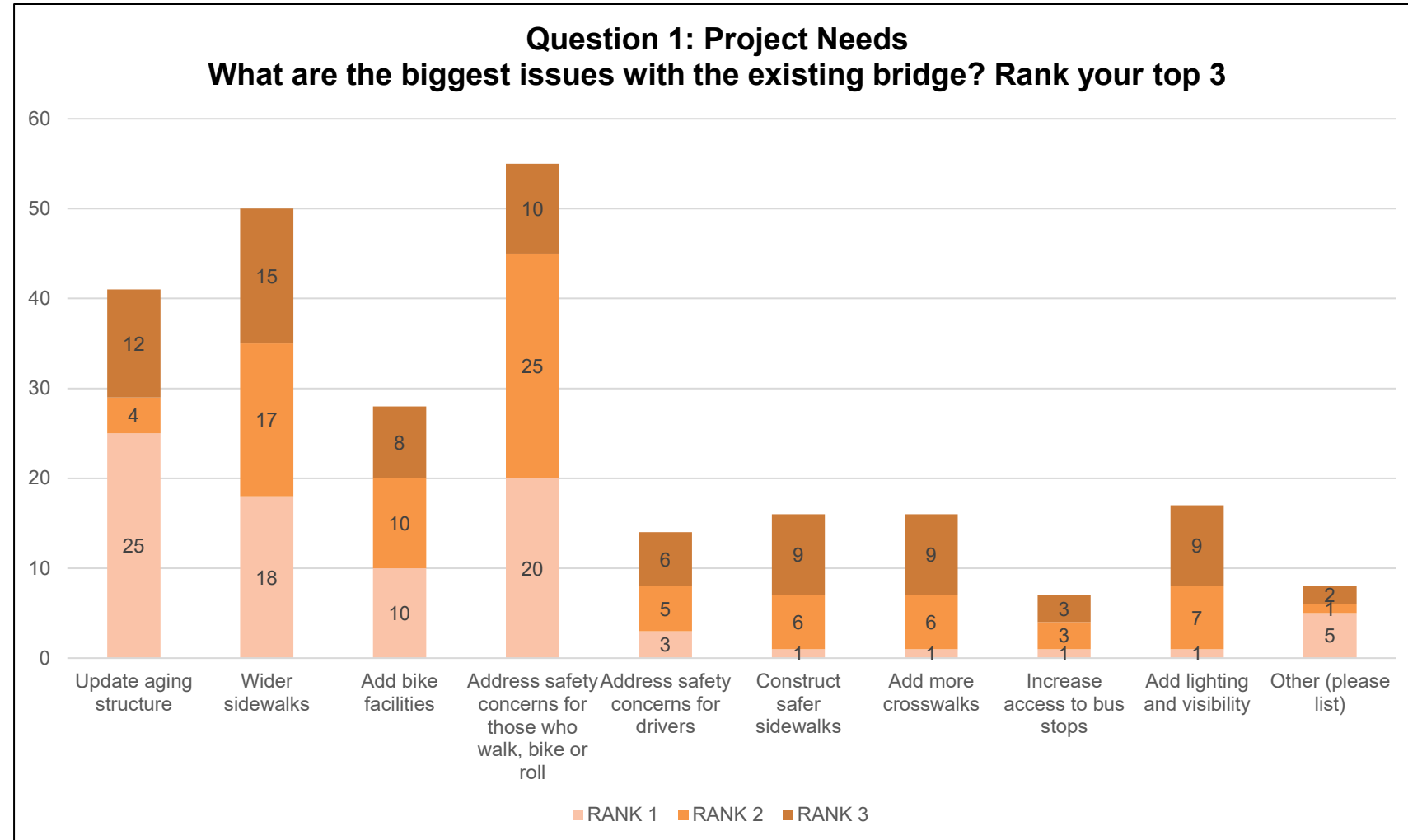
- Some curb ramps don't meet ADA standards
- Bike facilities don't meet LTS 2
- Pedestrian facilities don't meet LTS 2
- Lack of direct routes for bikes and pedestrians in the corridor

Contextual Need:

- Calm traffic and encourage drivers to follow posted speed limits.
- Add safe pedestrian crossings at intersections and mid-block where feasible.
- Build a **connected bike lane network** within the project area.
- Improve Safe Routes to School between 76th St SW and 81st Pl SW.
- Improve bike lanes in **Midtown Mukilteo**, especially between **Caymus Ln and 81st St**.
- Add bike lanes for higher-speed, long-distance cyclists between **Harbour Pl and 92nd St SW**.
- Connect the 8600 block of SR 525 to the 92nd St SW Park shared-use path.
- Increase access to transit

OOH Results – Question 1 (Bridge)

- Importance of safety for Active Transportation
- Concern about aging bridge
- Desire for wide sidewalks and bike facilities



Summary of Needs - Bridge Project

Baseline Need:

- Replace the aging bridge to meet modern structural standards and comply with current railroad clearance requirements.
- Raise the adjacent roadway to match the new bridge height.

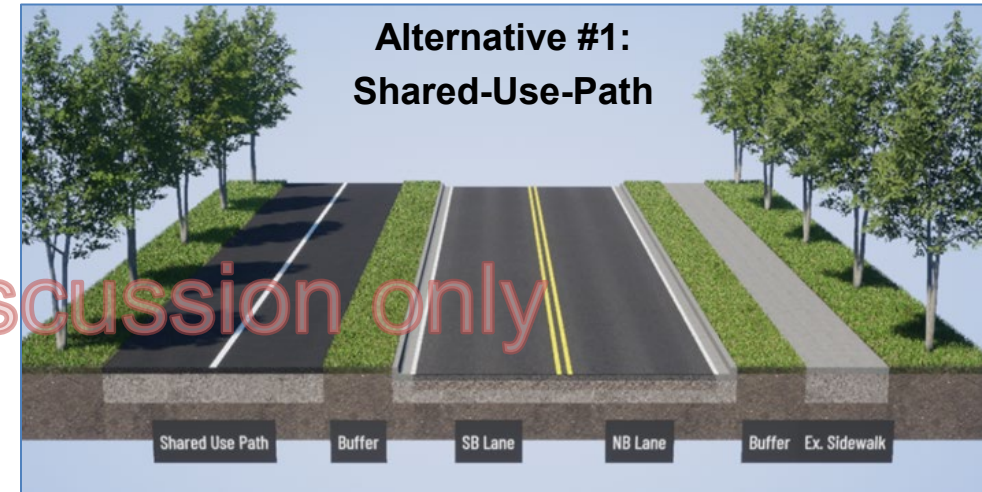
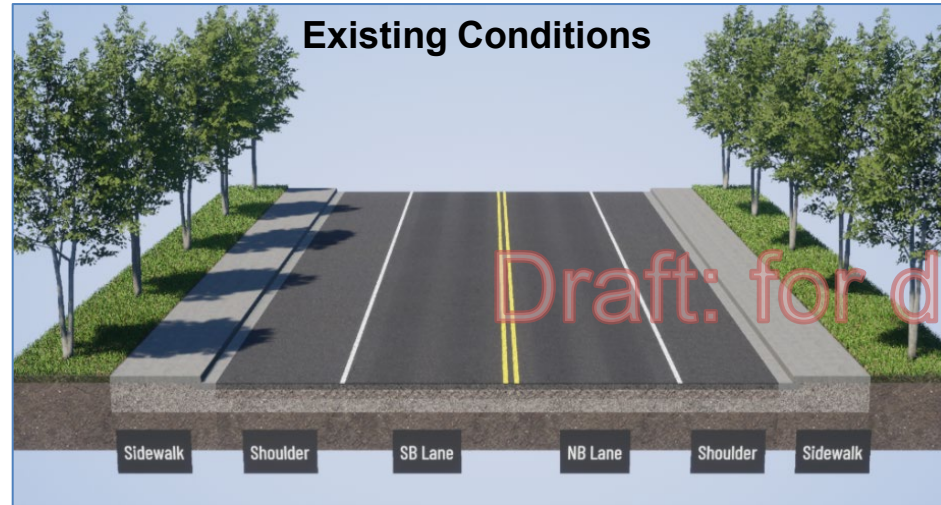
Complete Streets Needs:

- Some curb ramps don't meet ADA standards
- Bike facilities don't meet LTS 2
- Pedestrian facilities don't meet LTS 2
- Lack of direct routes for bikes and pedestrians in the corridor

Contextual Need:

- Improve walking and biking access between **SR 525 (1st Street)** and **Lighthouse Park**.
- Enhance connections between **1st Street** and **Front Street**.
- Provide a more direct route between the **Upland Neighborhood** and **Mukilteo Lane/the waterfront**.
- Calm traffic and improve comfort by targeting vehicle speeds of **25 mph or lower**.
- Increase access to transit

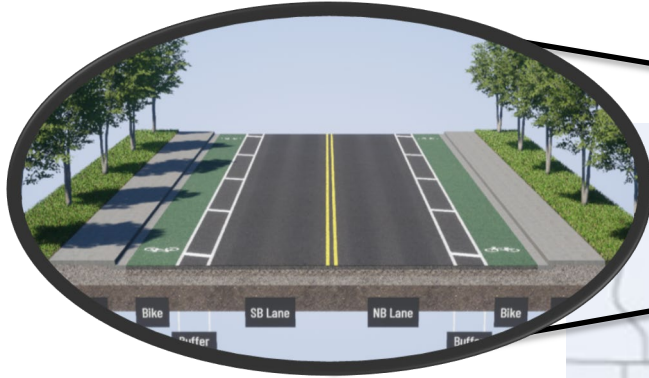
Complete Streets Alternatives – Section 1: Spur to Courtyard Ln



Section 1: Begin Project to Courtyard Ln (MP 5.72–6.42)

Pre-Screening Criteria	Near Term Improvements	Alternative #1 Shared-Use-Path	Alternative #2 Separated Bike Lanes	Alternative #3 Separated Two-Way Bike Lanes
Baseline Needs (Paving + ADA)	✓ Meets	✓ Meets	✓ Meets	✓ Meets
Complete Streets Needs (PLTS/BLTS ≤2)	✗ Fails (some areas needs improvement)	✓ Meets	✓ Meets	✓ Meets
Contextual Needs	26/45	23/45	34/45	29/45
Impacts & Constraints	28/50	17/50	16/50	17/50
Cost	3/5	2/5	1/5	1/5

Section 1 – Special Case



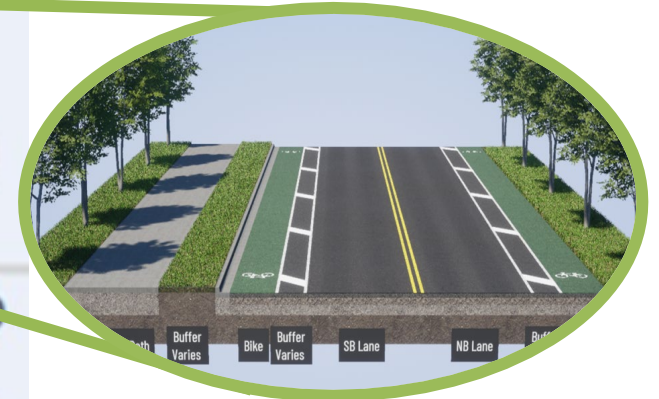
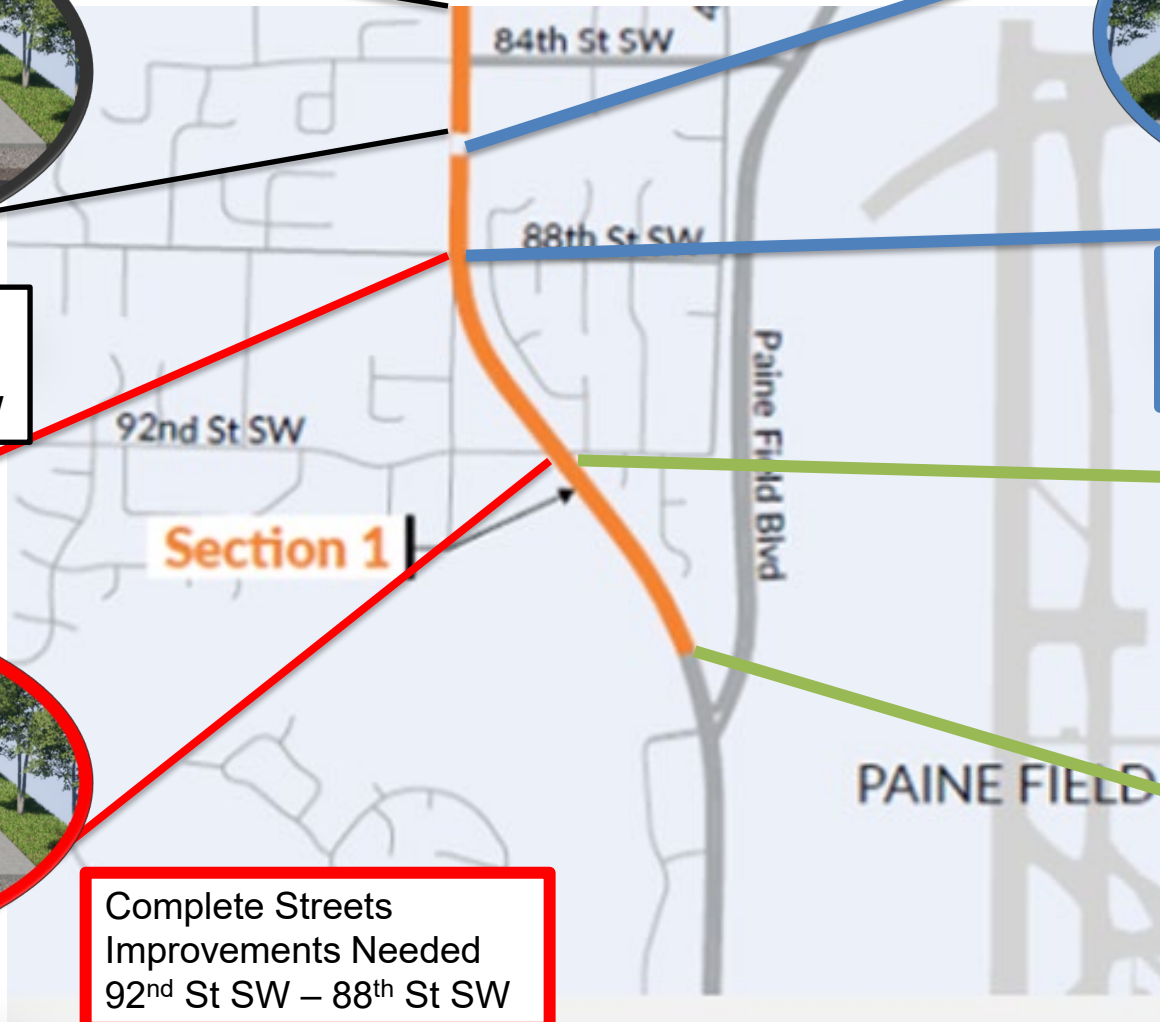
Complete Streets
Improvements Needed
Courtyard Ln – 84th St SW



Complete Streets Need Met w/ Near term
Improvements & upcoming development
88th St SW – Courtyard Ln

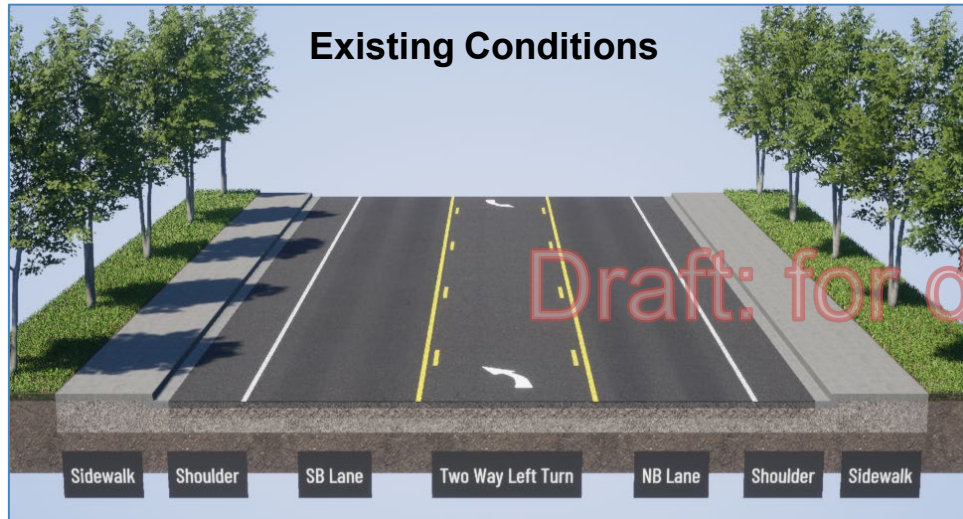


Complete Streets
Improvements Needed
92nd St SW – 88th St SW



Complete Streets Need Met w/ Near
term Improvements
Spur – 92nd St SW

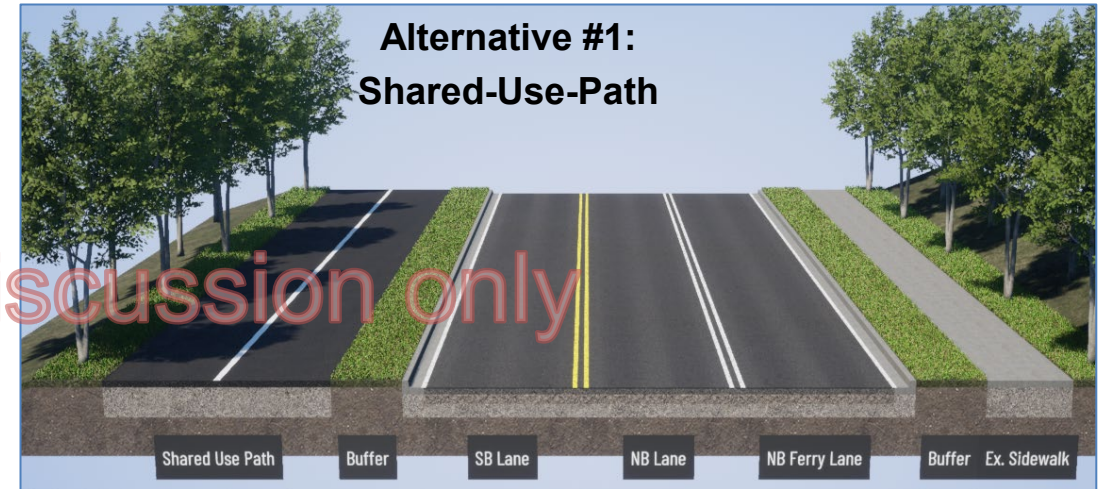
Complete Streets Alternatives – Section 2: Courtyard Ln to M E Ave.



Section 2: Courtyard LN to M E Ave. (MP 6.42–7.09)

Pre-Screening Criteria	Near Term Improvements	Alternative #1 Shared-Use-Path	Alternative #2 Separated Bike Lanes	Alternative #3 Separated Two-Way Bike Lanes
Baseline Needs (Paving + ADA)	✓ Meets	✓ Meets	✓ Meets	✓ Meets
Complete Streets Needs (PLTS/BLTS ≤2)	X Fails	✓ Meets	✓ Meets	✓ Meets
Contextual Needs	15/40	20/40	28/40	23/40
Impacts & Constraints	31/50	23/50	22/50	23/50
Cost	3/5	2/5	1/5	1/5

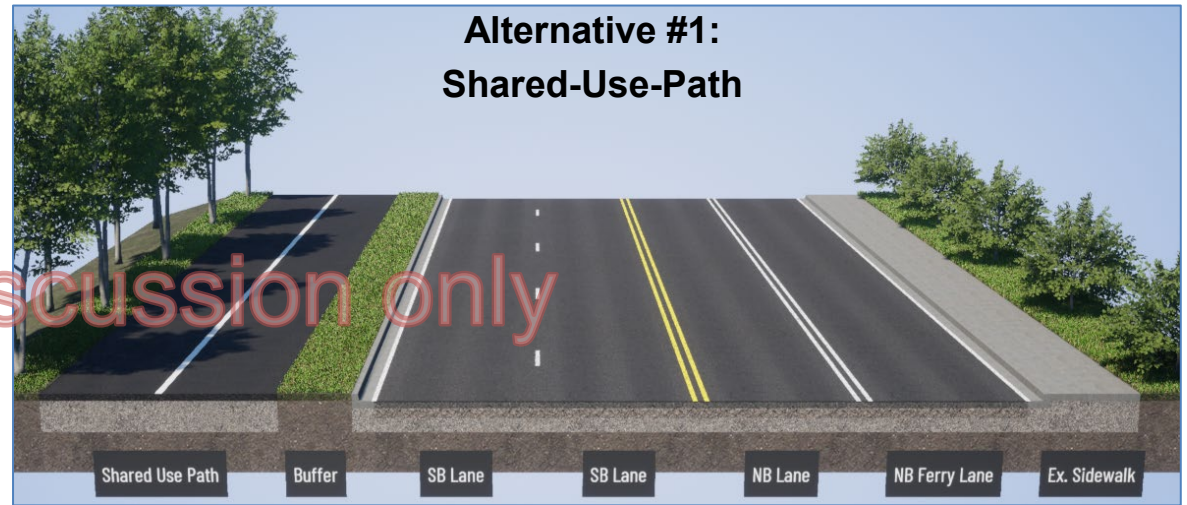
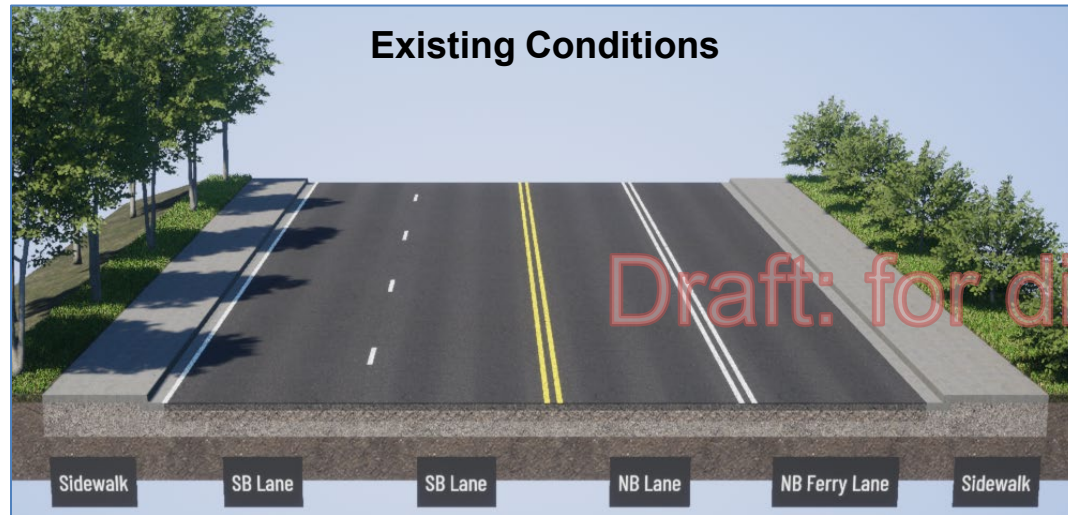
Complete Streets Alternatives – Section 3: M E Ave. to Washington Ave.



Section 3: M E Ave. to Washington Ave.(MP 7.09–8.15) Summary

Pre-Screening Criteria	Near Term Improvements	Alternative #1 Shared-Use-Path	Alternative #2 Separated Bike Lanes	Alternative #3 Separated Two-Way Bike Lanes
Baseline Needs (Paving + ADA)	✓ Meets	✓ Meets	✓ Meets	✓ Meets
Complete Streets Needs (PLTS/BLTS ≤2)	X Fails	✓ Meets	✓ Meets	✓ Meets
Contextual Needs	12/35	19/35	21/35	20/35
Impacts & Constraints	31/50	15/50	7/50	14/50
Cost	3/5	1/5	0/5	1/5

Complete Streets Alternatives – Section 4a: Washington – 3rd Street



Section 4a: Washington – 3rd Street (MP 8.15–8.29) Summary

Pre-Screening Criteria	Near Term Improvements	Alternative #1 Shared-Use-Path	Alternative #2 Separated Bike Lanes	Alternative #3 Separated Two-Way Bike Lanes
Baseline Needs (Paving + ADA)	✓ Meets	✓ Meets	✓ Meets	✓ Meets
Complete Streets Needs (PLTS/BLTS ≤2)	X Fails	✓ Meets	✓ Meets	✓ Meets
Contextual Needs	5/30	15/30	20/30	19/30
Impacts & Constraints	32/50	24/50	21/50	24/50
Cost	4/5	2/5	1/5	1/5

Complete Streets Alternatives – Section 4b: 3rd St to Ferry Terminal, (only bridge shown)



Complete Streets Alternatives – Bridge Project

Alt #1: Shared Use Path

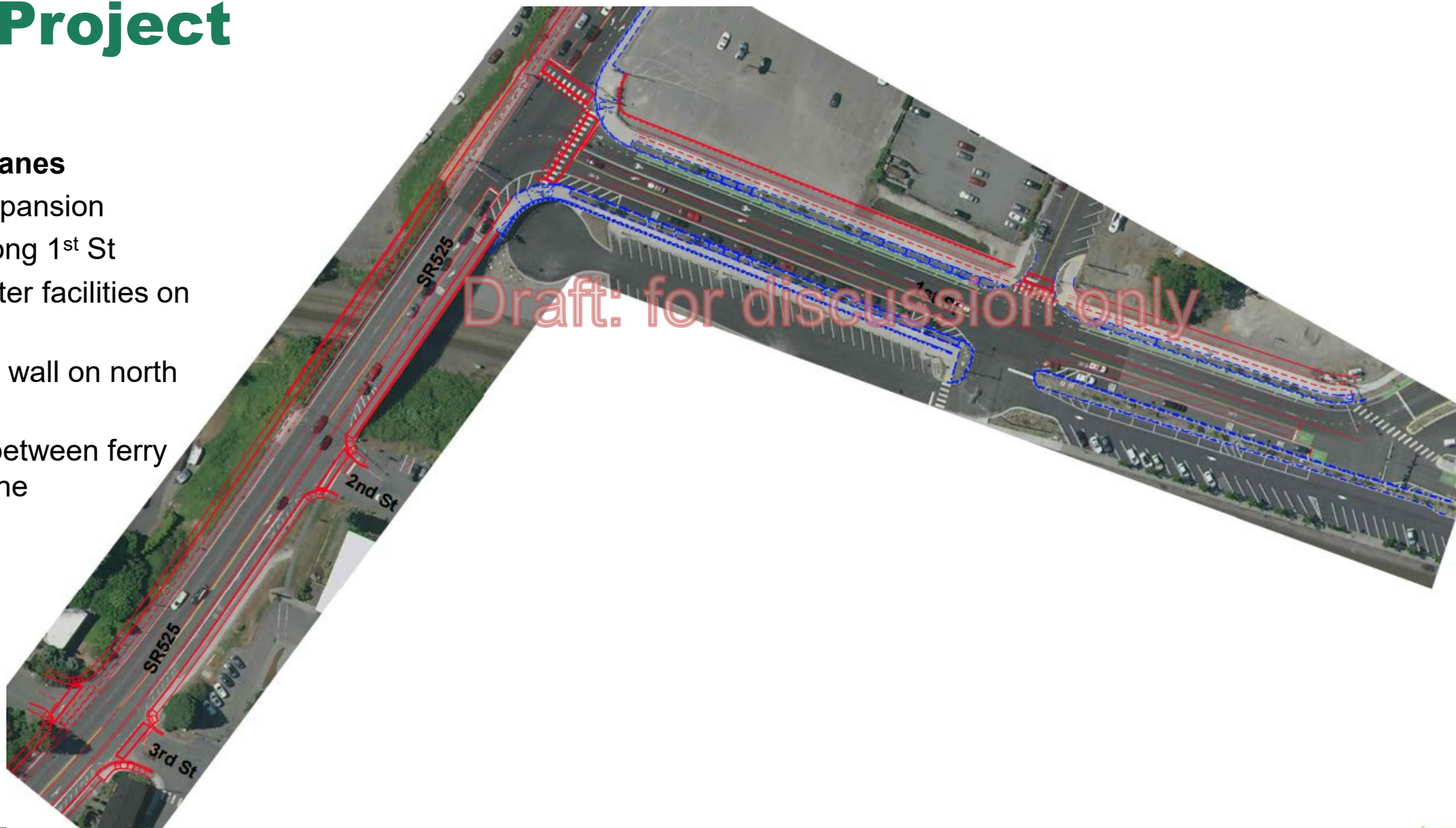
1. Bridge westward expansion
2. North expansion along 1st St
 - New stormwater facilities on north side
 - New retaining wall on north side
3. Allows for a buffer between ferry lane and through lane



Section 4b: Complete Streets Alternatives – Bridge Project

Alt #3: Two-Way Bike Lanes

1. Bridge westward expansion
2. North expansion along 1st St
 - New stormwater facilities on north side
 - New retaining wall on north side
3. Allows for a buffer between ferry lane and through lane



Complete Streets Alternatives – Bridge Project

Alt #2: Separated Bike Lanes

1. Bridge west/eastward expansion
2. North expansion along 1st St
 - New stormwater facilities on north side
 - New retaining wall on north side
3. Adds a dedicated EB bike lane towards the ferry



Section 4b: 3rd St to Ferry Terminal (MP 8.29–8.47) Summary

Pre-Screening Criteria	Near Term Improvements	Alternative #1 Shared-Use-Path	Alternative #2 Separated Bike Lanes	Alternative #3 Separated Two-Way Bike Lanes
Baseline Needs (Bridge Replacement)	✓ Meets	✓ Meets	✓ Meets	✓ Meets
Complete Streets Needs (PLTS/BLTS ≤2)	✗ Fails	✓ Meets	✓ Meets	✓ Meets
Contextual Needs	0/35	16/35	24/35	22/35
Impacts & Constraints	35/50	23/50	20/50	23/50
Cost	5/5	2/5	1/5	1/5

PRELIMINARY ALTERNATIVE EVALUATION RESULTS



	Near Term	Alternative #1 Shared Use Path	Alternative #2 Separated Bike Lanes	Alternative #3 Bi-directional Bike Lane
Section 1 (MP 5.72 – 6.42) Begin Project to Courtyard LN	Some locations within section do not meet LTS 2 or better	41/100	51/100	47/100
Section 2 (MP 6.42- 7.09) Courtyard LN to M E Ave.	Does not meet LTS 2 or better	45/95	51/95	47/95
Section 3 (MP 7.09 – 8.15) M E Ave. to Washington Ave.	Does not meet LTS 2 or better	35/90	28/90	35/90
Section 4a (MP 8.15 – 8.29) Washington Ave. to 3 rd St.	Does not meet LTS 2 or better	41/85	42/85	44/85
Section 4b (MP 8.29 – 8.47) 3 rd St. – Ferry Terminal Entrance	Does not meet LTS 2 or better	40/90	45/90	46/90

Preliminary Recommendations for Further Study by Section



	Alternative #1 Shared Use Path	Alternative #2 Separated Bike Lanes	Alternative #3 Bi-directional Bike Lane
Section 1 (MP 5.72 – 6.42) Begin Project to Courtyard LN	Near-term improvements plus filling gap in shared use path meets LTS 2		
Section 2 (MP 6.42- 7.09) Courtyard LN to M E Ave.	✓	✓	✓
Section 3 (MP 7.09 – 8.15) M E Ave. to Washington Ave.	✓	✗	✓
Section 4a (MP 8.15 – 8.29) Washington Ave. to 3 rd St.	✗	✓	✓
Section 4b (MP 8.29 – 8.47) 3 rd St. – Ferry Terminal Entrance	✗	✓	✓

Discussion Questions

Complete Streets Alternatives and Survey Results

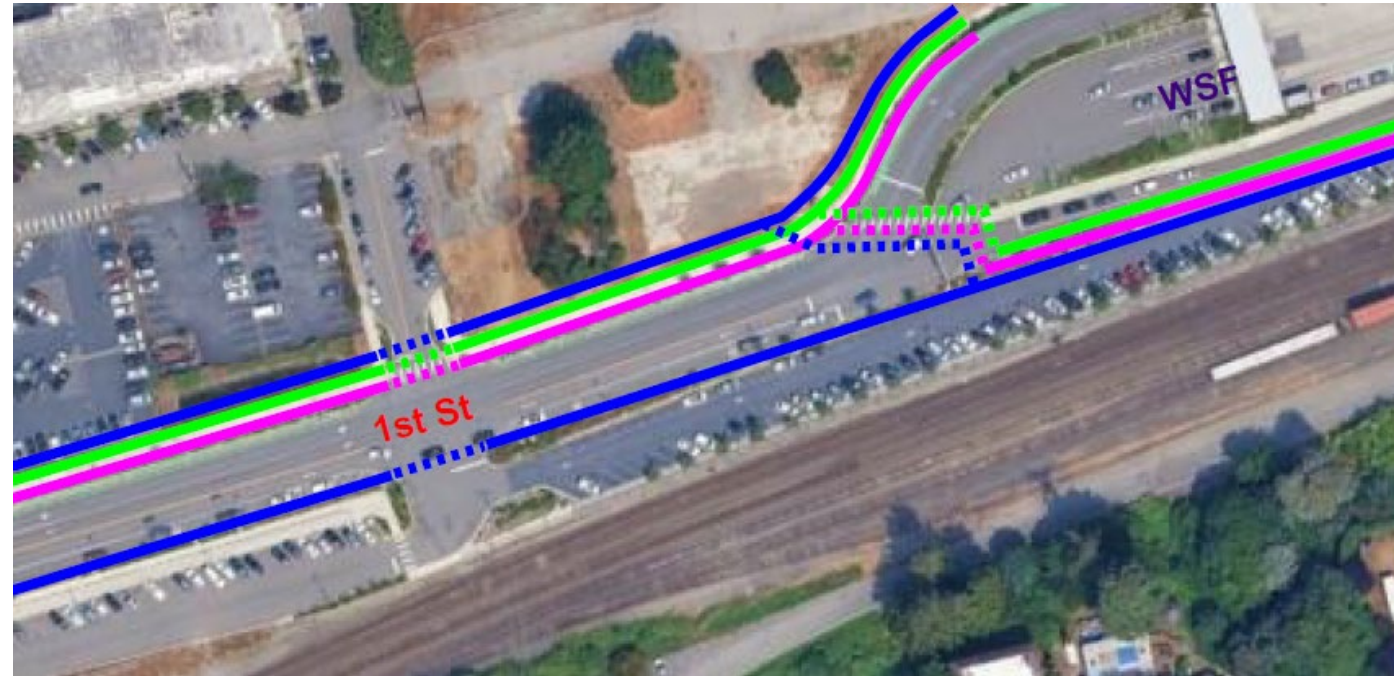
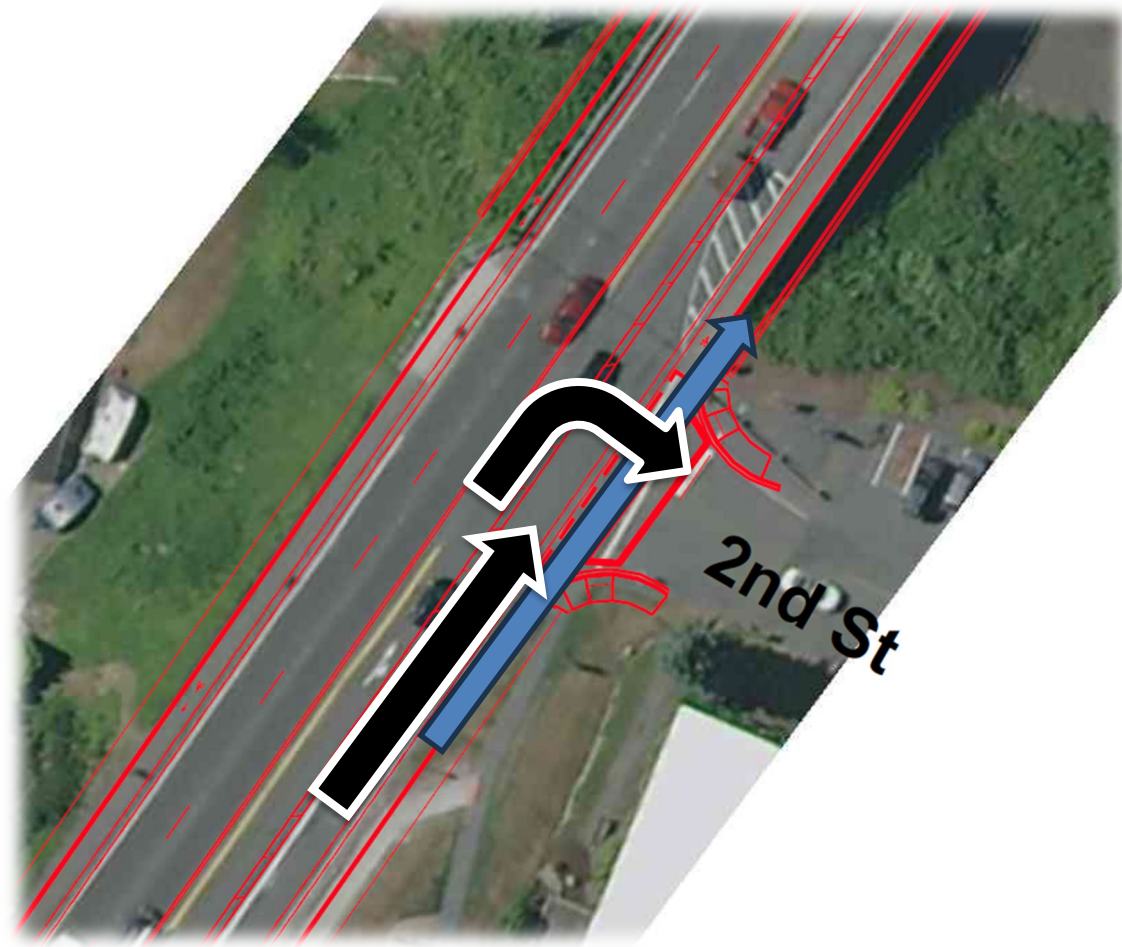
1. Do you agree or disagree with the preliminary results? Why?
2. Are there any surprises to you about the survey results or preliminary screening?
3. Do you have any other interpretations of the results?
4. Are there new or refined alternatives?
5. Is there something we missed?

Items needing further study

- Major Intersections
 - Eastbound turning compared to Westbound turning at 92nd Street, 88th Street, 84th Street, 80th Street, 76th Street, 5th Street, and 3rd Street.
- Bus Stop Location modification?
 - In line bus stops
- Olympic View Middle School Pick up and Drop off
- Alternative bike lane transition locations
- Fish Barrier Corrections
- Effects of raising bridge to meet BNSF clearance requirements.
- Coordination with state ferries
 - Interface between the ferry queuing lane and an adjacent bicycle lane
 - Intersection at ferry terminal ingress/egress

Items needing further study

Coordination with WSF



Blue: Separated Bike Lanes
Magenta: Shared Use Path (SUP)
Green: Cycle Track
DASHED Line: Crossing

Other Long-Term Improvements

- Signalized crossings
- Remove bus stop pullout (convert to in-lane stop)
- Enhanced driveways
- Enhanced lighting
- Truck Aprons at skewed intersections
- Landscaping/Trees
- Community beautification

Truck apron examples



Lighting example

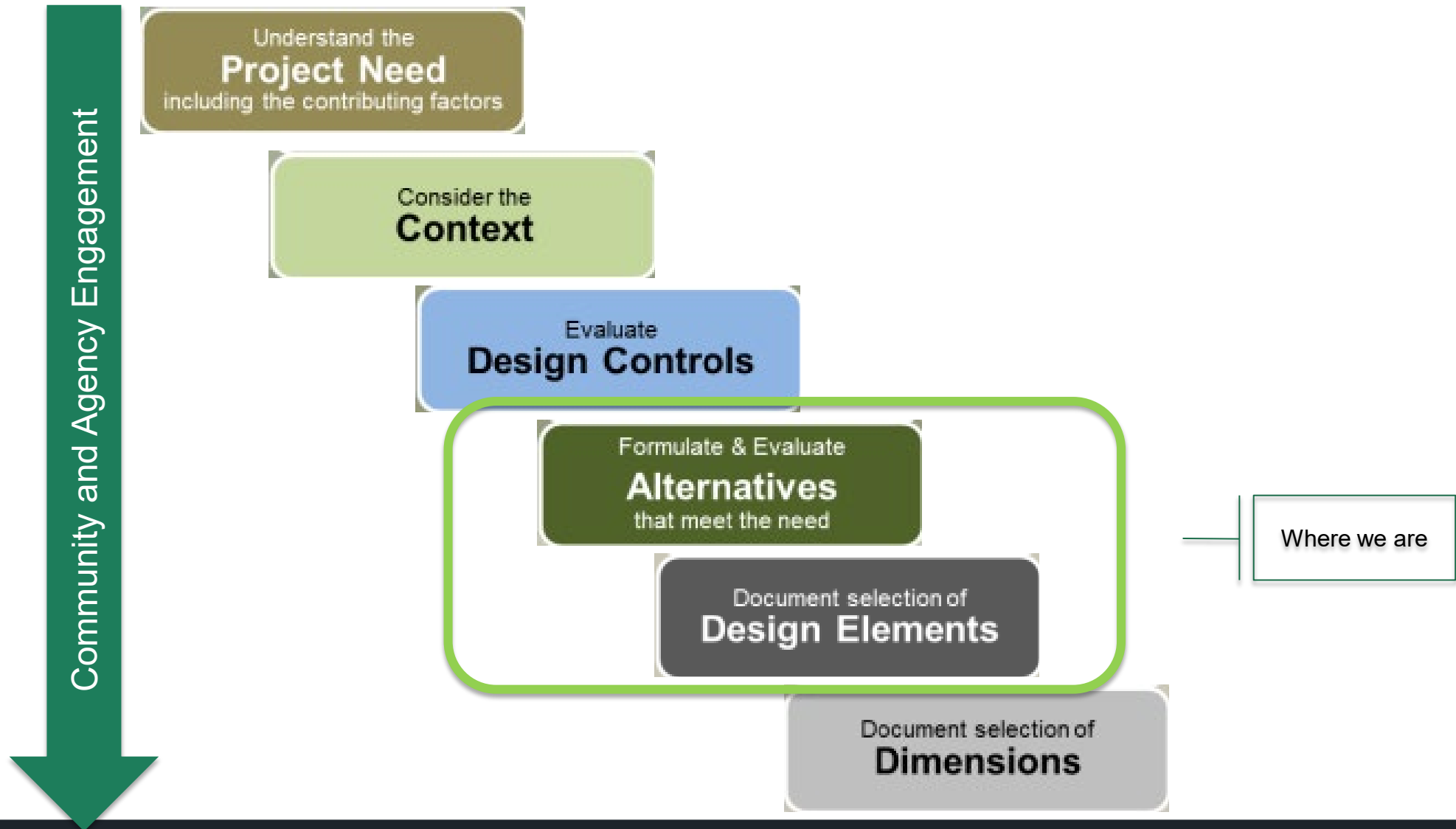


Discussion Questions

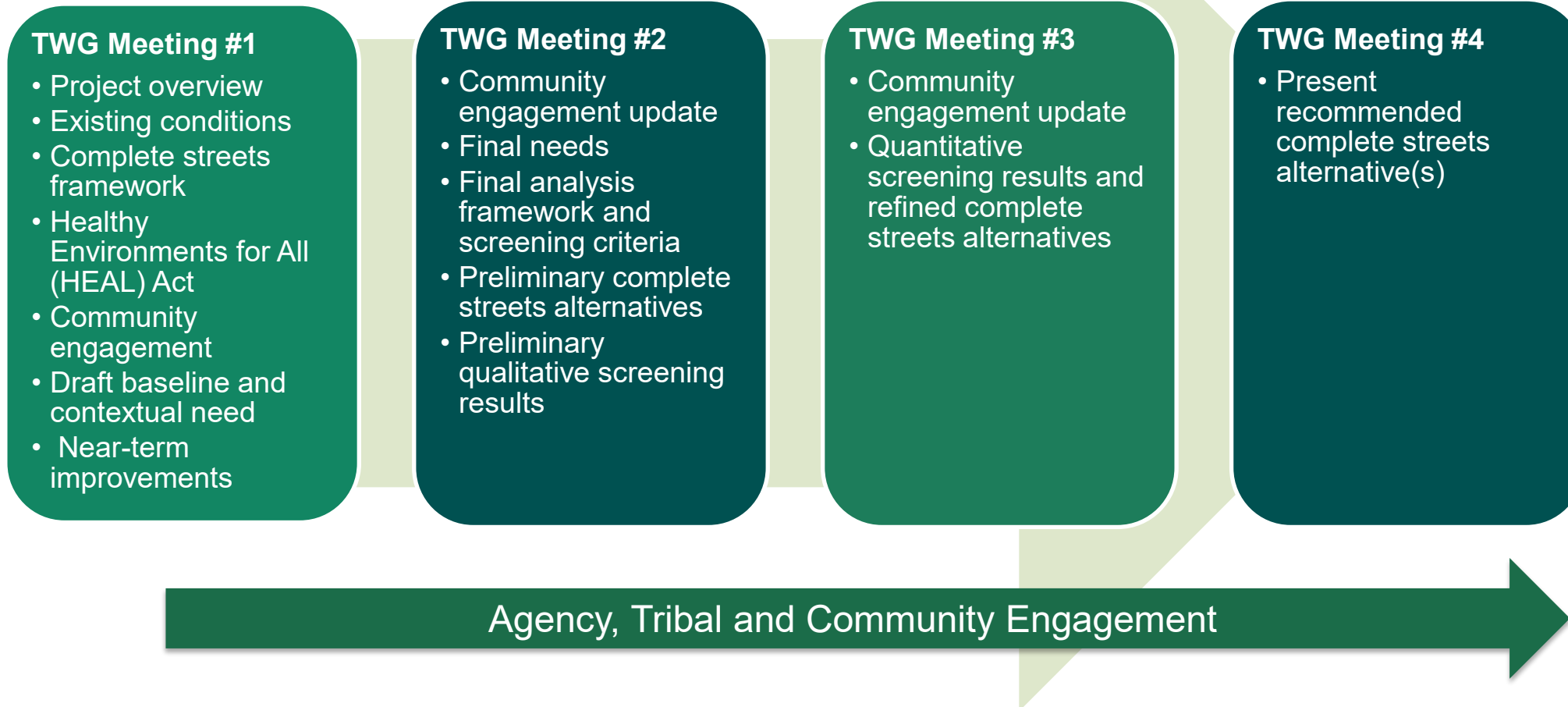
1. Any feedback on identified long-term improvements?
2. Any other issues for further study?
3. Any long-term improvements not identified?

Next Steps

Pre-Design Process



Technical Working Group (TWG) Schedule



SR 525

Next Steps

- **WSDOT:**
 - Review TWG feedback on results
 - Finish long-term alternatives analysis and prepare for Preferred Alt recommendation
 - Ongoing: Environmental Justice Assessment
- **TWG Members:**
 - Provide feedback on results, community-based organizations/groups and community events/meetings by Friday, September 26th



Oteberry Kedelty

WSDOT Project Manager (Bridge)

Oteberry.Kedelty@wsdot.wa.gov

Nick Menzel

Complete Streets Engineer

Nick.Menzel@wsdot.wa.gov

Tony Barilla

WSDOT Project Manager (Paving & ADA)

Anthony.Barilla@wsdot.wa.gov

Amber Stanley

Community Engagement Lead

Amber.Stanley@wsdot.wa.gov

Zack Howard

Complete Streets Lead

Zachary.Howard@wsdot.wa.gov

Maraea Skeen

Community Engagement

Maraea.Skeen@wsdot.wa.gov



Learn more about the study & project at our website:

<https://wsdot.wa.gov/construction-planning/search-projects/sr-525-mukilteo-bridge-over-railroad-bridge-replacement>